

26, 1999. The FAA's determination on an airport operator's NEMs is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of FAR Part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment to approve an NCP or to fund the implementation of that program.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under Section 103 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of Section 107 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through the FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator which submitted those maps, or with those public agencies and planning agencies with which consultation is required under Section 103 of the Act. The FAA has relied on the certification by the airport operator, under Section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the NCP for Oakland County International Airport, also effective on February 26, 1999. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of NCPs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before August 25, 1999.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and

preventing the introduction of additional noncompatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the notice exposure maps and of the FAA's evaluation of the maps are available for examination at the following locations: Federal Aviation Administration, Great Lakes Region, Airports Division Office, 2300 East Devon Avenue, Room 269, Des Plaines, Illinois 60018; Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111; Mr. Karl Randall, Manager of Aviation, Oakland County International Airport, 6500 Highland Road, Waterford, Michigan 48327-1649.

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Issued in Belleville, Michigan, on February 26, 1999.

Ernest P. Gubry,

Acting Assistant Manager, Detroit Airports District Office FAA Great Lakes Region.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Environmental Impact Statement; Hartsfield Atlanta International Airport, Atlanta, GA

SUMMARY: The FAA intends to prepare an Environmental Impact Statement (EIS) to address environmental and related impacts expected to be associated with the extension of a fifth runway and associated improvements at Hartsfield Atlanta International Airport located at Atlanta, Georgia.

FOR FURTHER INFORMATION CONTACT:

Terry Washington, Federal Aviation Administration, Atlanta, Airports District Office, 1701 Columbia Avenue, Suite 2-260, College Park, Georgia 30337-2747 (404) 305-7143.

SUPPLEMENTARY INFORMATION: an environmental assessment resulting in a Finding of No Significant Impact (FONSI) was completed in 1994 for a 6,000-foot fifth runway south of the airport. The FAA will now prepare an EIS for a proposed project to extend the fifth runway, resulting in a 9,000-foot unrestricted air carrier runway with

associated taxiways and other related facilities.

Construction of the proposed 6,000-foot runway will be ongoing while the EIS is underway.

The FAA plans to coordinate with Federal, State and local agencies which have jurisdiction by law or special expertise with respect to any environmental impacts associated with the proposed project.

The EIS will also evaluate cumulative impacts anticipated to occur as a result of the implementation of other foreseeable future improvements at the Hartsfield Atlanta International Airport.

Public Scoping

The Federal Aviation Administration will hold a scoping meeting to solicit input from Federal, State, and local agencies which have jurisdiction by law or have a specific expertise with respect to any environmental impacts associated with the project. In addition, public scoping meetings will be held and the public may submit written comments on the scope of the environmental study to the address identified in the **FOR FURTHER INFORMATION CONTACT** paragraph. A Public Notice issued at a later date will provide the date, time and place of the scoping meetings and the period for written comments.

Issued in Atlanta, Georgia on March 1, 1999.

Scott Seritt,

Manager, Atlanta Airports District Office.

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

Office of Hazardous Materials Safety; Notice of Delays in Processing of Exemption Applications

AGENCY: Research and Special Programs Administration, DOT.

ACTION: List of applications delayed more than 180 days.

SUMMARY: In accordance with the requirements of 49 U.S.C. 5117(c), RSPA is publishing the following list of exemption applications that have been in process for 180 days or more. The reason(s) for delay and the expected completion date for action on each application is provided in association with each identified application.

FOR FURTHER INFORMATION CONTACT:

J. Suzanne Hedgepeth, Director, Office of Hazardous Materials, Exemptions and